

Transcripts of Japanese Language portions of
NTSB Interviews of Japanese crew

Tape transcripts made by Japanes Accident Board (in Japanese)
Translation to English made by U. S. State Department Translator
Reviewed by T. G. White 6/18/2002

2nd Engineer Sakichi Atsuta

Q: At the time of the accident.

A: We set sail at 12 o' clock. Full means having started 1st engine, 2nd engine, after starting 2nd engine, (inaudible) in order to start 1st engine I need to operate the bow thruster, so that much electricity is necessary. Engine has to be started before that.

Q: What kilowatt is the generator output?

A: It is 600. Electric current is 400. At that time, I start the engine one hour in advance, and start the main engine after starting it. One hour in advance. Then I released the clutch and accelerated.

Q: About what time?

A: 12 o'clock. I released the clutch about 10 minutes past. That is the place where the first engineer holds on to the handle. When it is operated from the bridge, if an accident occurs there should not be a mistake in the operation, and if something goes wrong the engine needs to be attended. So, there has to be a person there.

Q: Is it possible to rev up the engine from the bridge?

A: It is possible.

Q: Do you mean it is all right if someone is by the engine?

A: Someone is by the engine because it might break down. If that happens, it is operated manually. That is why the first engineer is standing by. My work has to do with list of the ship to a certain extent. After the ship navigates for a while, I add oil bit by bit and straighten the ship. And, I released the clutch at 12 o'clock and told Mr. Nishida. When the pilot comes down the previous ○○ (meaning not clear) will start, so turn on the light here and let hydro or something stand. If the pilot comes down before setting sail, invariably (inaudible). After the pilot came down, I started the work.

Q: Did you go out?

A: Yes.

Q: Where?

A: The light is on this side. When the ship arrives in a port, it becomes obstructive. So we make it straight. So-called side loads for fishing have to be removed. That is because when the pilot comes down, the ship inevitably runs in full speed. It ship a wave and becomes dangerous. So I said, when the pilot comes down let us install this before the speed reaches the maximum. Since the pilot came down, I went up from the engine room and turned on this light. If the ship reaches the full speed, heads get hit and it is impossible to do this work. I did certain amount of works, and it took a considerable time.

Q: About what time did you go back to the engine room?

A: After I finished the work, I entered the engine room and checked the frequency of revolution of the engine.

Q: What time did you come out of the engine room?

A: About 12:20.

Q: About how many minutes did it take to do the work?

A: Maybe about 40 minutes. I went back, finished the work, and entered the engine room with a wrench and something else. The clock was slow. It was not slow at that time, but it was a little before 12 o'clock. It was about ten minutes to twelve and at that time I finished the work and entered. Then I came back and I tried to take a rest since the work was finished and smoked a cigarette. I checked the condition of the engine and was resting. In the monitor room. I checked the engine room, checked temperature, and other conditions like meters. So, I came to the monitor room again. At that time, I was told the meal was ready upstairs. Then I ate the meal. It was around half past twelve. My blood pressure was high so I took drugs for blood pressure in the room. I tried to go out the room and go to the bathroom. It is locked as the ship set sail. But I thought it was all right, and went into the bathroom.

Q: About what time?

A: A little before the collision. About half past twelve.

Q: At that time was the bathroom locked?

A: It was not locked. I washed my hands, and the first mate officer came into the bathroom. As I was chatting with him, the ship suddenly stopped with a jerk. I was with Mr. Miya, the first mate officer. We were in the same place when there was the collision. The first shock came with a jerk. I thought "oh no," and wondered why. The second shock came immediately. I felt that the ship was somewhat pushed back, and the lights went out. I wondered if something collided. There was a door and from the window, when I looked out through it, the water surface was raised and oil was gushing out. As to

the third shock, dull grinding noise came out. As soon as the third shock came, the last oil came out and waves rose up on the water surface.

Q: From where?

A: Around here. Then as the third shock came, on that moment I saw the submarine. It completely emerged above the surface.

Q: Where was the submarine?

A: Around there.

Q: Can you draw a sketch?

A: (drawing?) It was really close.

Q: What part of the submarine did you see?

A: It was so close anyhow. I was surprised and moved. The waves came, and the ship was completely pushed back. Under that condition, the waves surged on this way. I thought the situation was serious, proceeded to the central portion of the ship, and found it to be filled with water. Then, I attempted to come out from here (explaining by a drawing). I came up here, and the sea water rushed in. I went up here. Near the boat. Because many people are on this side. They were rushing to come, so I thought that was not good and went up. When I came up here, waves are coming up around here. The ship was lifted up to a certain degree, and the end of the ship was somewhat down. Here are some number of people, and soon everyone came up. As everyone was coming up, waves came to around here. In about a minute, they came up to here. So, this was not good, and voices saying go up, go up were heard for a while. Above the bridge was upper, and I sent up here. Then, since I do not understand what was going on, I thought a boat will probably pull it and was waiting around here. I was thinking that if this is opened, I will jump from here and get on board and I was near here. Waves were there. I was here for a while, but it did not open. I thought it would open, but it did not open. So if it opens, I will jump to get on board and transfer, I thought. I had no choice. Since I was thrown to this side, so I went on around here. At the moment I went here, within less than seconds, the ship was gone. As expected, an unthinkable force was applied at the moment of sinking and the body was messed up.

Q: Together with the ship?

A: Because I was hoping for a boat and waited for a while. I felt like the body was dragged into it considerably. Then, that day was really difficult. (Inaudible) That remained in my head for a considerable period. I later heard that some people were on this side on board. I thought this ship would go down. I thought I did not mind about a certain distance. I swam towards the ship that was a bit further. Two on this side were fixed. I have a certain confidence about my swimming ability, but I could not swim

forward in that kind of situation. (Inaudible) Looking from the boat outside, it was drifted away and it was a little bit distant.

Q: Later on, did someone come back?

A: No. Each individual seems to be going.

Q: Alone?

A: Yea. I heard a little bit of what the one with a pair of glasses speaking, the one who was in the submarine. Other than that, I heard it approached. What I heard was, speak, English, if I can speak English. I answered no, no in English. Soon, the ladder was brought down, I think. It was a cruiser, a boat.

Q: What was the main engine?

A: Akasaka. Akasaka Diesel. 1,800PS.

Q: Horse power was 1,800, wasn't it?

A: Yes. It was a 6-cylinder diesel engine.

Q: How big was one piston? What was the diameter of the cylinder?

A: I do not know.

(Unidentified speaker) Cylinder core is 280 millimeter.

Q: How many main engines were there?

A: Just one. There are two generators. Horse power is 600. The standard horse power.

Q: What was the manufacturer?

A: Yanmar.

Q: What kilowatt?

A: 450 kilo.

Q: What time did you turn off?

A: I do not know when the parallel operation was turned off. We were in the ocean. Approximately 30 minutes without using bow thruster.

(End)

Tape 1 of Student Interview

YUTA SAKAMOTO

CYOICHIRO YOKOYAMA

KIYOTO MIYOSHI

YUTA SAKAMOTO

With: Yuta Sakamoto

Q: What is your name and age?

A: Yuta Sakamoto. 17 years old.

Q: How long had you been on board the ship, and what kind of experiences did you have?

A: I stayed 2 nights and 3 days in Ehime Maru, and had practical training on a ship called Tsurushima twice. One time in Ehime Maru this time. It was when I was a freshman.

Q: For how many days were you on board Ehime Maru this time?

A: I got on board on January 8.

Q: What kind of exercise do you do on the ship in general term, concerning safety? For how long?

A: I did the evacuation exercise on Ehime Maru twice, and on Tsurushima once or twice.

Q: What were the contents?

A: On the top, around the bridge, we designated the place for gathering.

Q: Only the place for gathering?

A: (Speaker unidentified) There are various things. What kind of rescue equipment is there, how to put the life jacket on, what is the number of the life raft I get on, and what evacuation route can be taken during the emergency.

Q: Especially, after you got on board on January 8 this time, did you conduct the evacuation training?

A: Yes, I did once.

Q: What kind of things did you do?

A: How to use life jackets, place where life jackets are kept, and the place of gathering during the emergency.

Q: Where were you when the accident occurred?

(Inaudible)

(Speaker unidentified) Hideaki Hamamoto.

Q: Were these three people with you until you got to the place for gathering?

A: They were with me up to here.

Q: Did they remain here?

A: They all went upstairs through this stairs and all gathered here.

Q: Four of you together?

A: We were not together.

Q: Did these three people use this stairs?

A: Yes.

Q: Did you come here ahead of other three?

(Speaker unidentified) The situation was not such that allow three to go together, wasn't it?

A: Yes.

Q: Were the four of you together from this place to here?

A: Yes.

Q: What were four of you doing before the accident occurred?

A: We were clearing the meal tables. Galley.

Q: What were the ship crews doing after the accident had occurred?

A: After we got a shock?

Q: Yes.

A: We were running away. There were a certain number of crews here, and the rest of the people fled to the stairs. Here, in the crew dining room, there were some people.

Q: What were they doing?

A: They were sitting.

Q: How did you get out of the ship from this place that was the final point?

A: Since the ship started leaning and sinking, and life belts were floating on the sea, I jumped toward them. I swam and grab the life bet and went to the life raft.

Q: At that time, how many people were outside?

A: I got on board first, and there was no one else on board.

Q: After that, did someone come on board?

A: About 11 people were there.

Q: Did you see the submarine?

A: Yes. I saw.

Q: At which point in time?

A: As I came up here and looked, the submarine was around here. (Pointing on the drawing).

Q: Which part of the submarine did you see?

A: Half of it was emerging so the part where the periscope goes up.

Q: Why couldn't you put the life jacket on?

A: When I came back to the room, oil was coming. So I did not go to get it, and continue running to upstairs and escaped.

Q: Where is the room?

A: No. 2.

Q: Is this your only life jacket? There is no other?

A: I was told that there is at least one for each person in the bed of the room and we were to use it.

Q: Are there some in other places?

A: (Speaker unidentified) There are. Since there are vacant rooms too.

Q: How about upstairs?

A: Crews had some extra ones and were distributing them.

Q: Couldn't you put on those distributed?

A: I did not receive it. Since the number was limited, there weren't enough for me.

Q: Did you get injured?

A: I did not.

(End)

CYOICHIRO YOKOYAMA

With: Cyoichiro Yokoyama

Q: What did you experience on the ship so far? What trainings did you get? Have you ever be on board Ehime Maru before?

A: Once.

Q: During the voyage this time, did you do evacuation training for emergency? What kind of evacuation trainings and how many of them did you do?

A: Once.

Q: Where were you at the time of the accident?

A: In the room. No. 7.

Q: How did you pass through the ship interior from this place?

A: We passed through the corridor and climbed the stairs. (Pointing on the drawing).

(Voices talking on the phone mixed)

Q: Was the ship already beginning to sink when you were here?

A: Yes. As we got out of the room, the place was full of water.

Q: When you ran, you did in the water?

A: Oil.

Q: How did you go away from the ship?

A: Since water was at my feet, I jumped in. (Voice of the person questioned was too low and inaudible).

Q: How did you get on board the life raft?

A: I was pulled up by the crew.

Q: Did you see the submarine?

A: As I got on the life raft and looked momentarily, I saw the submarine about 100 meters in distance.

Q: Did you have a life jacket on when you went out of the room?

A: Yes. It was handed by my friend.

Q: Where?

A: Near the door.

Q: You did not put it on from the room?

A: Correct.

Q: How did you learn that you had to escape?

A: Smoke was coming up from the engine room.

Q: Was oil coming out at that time?

(Inaudible)

Q: Where did smoke come from?

A: Here.

Q: Are there someone who escaped from this door?

A: I did not see any.

Q: Any injury?

A: I drank oil. L had a scratch.

Q: How did you go about in the ship after electricity went out?

A: This door was left open and light reflected here, so I aimed at this.

Q: Was there light outside?

A: Galley window.

(End)

KIYOTO MIYOSHI partial

With: Kiyoto Miyoshi

Q: Did you have any experience of navigation?

A: (Speaker unidentified) The same as the last time.

Q: Where were you at the time of accident?

A: Galley.

Q: Concerning the accident, was there anything you thought strange for the first time?

A: Noise and vibrations.

Q: Was light on at that time?

A: It was still on at the first time, but it went out at the second time.

Q: Were there a shock twice?

A: The first one was slight, and the second one was long.

Q: When I felt the noise, was the ship leaning?

A: It was not rolling, but the ship bow rammed, by the head.

Q: Why did you think you had to escape from the ship?

A: There were noise and vibrations, and as I looked back water was there.

Q: From where water was coming in?

A: As I looked toward the door, the floor was filled with water. (Pointing on the drawing)

Q: Smoke?

A: I did not know. Oil-colored oil probably came out from the engine room.

Q: What was the crew doing as you escaped from here?

A: I escaped with the chef, and saw Boson and the freezer chief came out from the freezer chief room.

Q: Did you put the life jacket on? Could you get one?

A: Before getting it, I went to my ship.

(End)

Tape 2 of Student Interviews

KIYOTO MIYOSHI – finish

SHOJI TSUJI

ATSUSHI KAMADO

YUSUKE IKETANI

MANABU MATSUSHITA

DAISUKE SHINOTO

HIROYUKI HOSOKAWA

KIYOTO MIYOSHI – finish

With: Kiyoto Miyoshi (continued)

(Tape is cut off in the middle)

Q: How did you actually go out of the ship?

A: I got out from this part of stairs. I was holding onto it.

Q: Which side of the ship were you on?

A: This side.

Q: Did you get injured?

A: I did not get injured. Oil got into my ears.

(End)

SHOJI TSUJI

With: Shoji Tsuji

A: I am a second-year pupil of the high school and in the same class.

Q: Where were you when the accident occurred?

A: Galley.

Q: How do you get out?

A: Because I heard a noise here, I peeped into this way to find out what happened. Then oil flowed in, so I tried to escape and climbed up the stairs and went upstairs. But, after we gathered here the ship started sinking. So I tried to go forward, then I drifted away once at this stair. So I tried to hold onto something, and I grabbed the handrail here and climbed up one more time. But I was swallowed up.

Q: You were coming from this way, weren't you?

A: When I escaped, in the engine room, oil flowed in from here. Oil and water mixed together. Water closed in on me from behind.

Q: Did water rise up to this stairs?

A: No. I did not have composure to take a look here. As I peeked into that, it was coming out here.

Q: Did water flow downward?

A: I do not remember that.

Q: Nobody came up from here?

A: Electricity was out and it was completely dark.

Q: Lastly, as you hold onto it, and after being drifted away, what happened? How did you get on board the raft?

A: After being drifted away, I do not know what happened. I was swallowed up by the sea, and I felt like I swam upward desperately in order to come to the surface of water. Then, I found a rope of life raft drifting and by grabbing it I could get on the life raft. Just by myself. Only two people were on the life raft.

Q: Who was on the life raft?

A: I got on board first.

Q: How many were on board in the end?

A: Four, including me.

Q: Did you get any injuries?

A: I got a bruise on the right half of my body.

Q: Do you remember whether you got the bruise on the right half of your body while you were in the ship, or when you were away from the ship?

A: Probably after I was swallowed up by the waves.

(End)

ATSUSHI KAMADO

With: Atsushi Kamado

(Questions in the middle unclear)

A: Then, when I climbed up, there was a life raft about one meter ahead and I got onto it.

Q: You swam and got on the life raft by yourself?

A: Yes. I did it ahead of anyone else.

Q: Later on, how many people got on board the same life raft?

A: One more person.

Q: At that time, did you have a life jacket on?

A: I had it on.

Q: You have life jackets in the room, haven't you?

A: Yes.

Q: Can you put it on yourself?

A: Yes.

Q: Was electricity out at that time?

A: There was the first shake, and when light went out second time I got out immediately.

Q: At that time, was there smoke or oil?

A: Water was coming out from this stairs in the control room.

Q: Did you get any injuries?

A: None.

Q: Did you have any oil in the eyes, or did you swallow it?

A: Since oil got into my eyes, I am having the oil removed at the hospital.
(Unidentified speaker) He himself does not remember well. But, it probably was so.

(End)

YUSUKE IKETANI

With: Yusuke Iketani

Q: Did you see the submarine?

A: I did.

Q: Where?

A: After getting on the life raft.

Q: Approximately where?

A: Suppose this is the submarine., it is around here.

Q: You were looking toward the life raft, didn't you?

A: Yes.

(End)

MANABU MATSUSHITA

With: Manabu Matsushita

Q: As to the experience, it is all right to put down the same information as other students?

A: Yes.

Q: When the accident occurred, where were you?

A: I was in the Room 3.

Q: Was it the same room as Choichiro Yokoyama's?

A: Yes.

Q: Are you with Choichiro Yokoyama?

A: Yes.

Q: What did you see when you first thought something is happening?

A: Noise.

Q: After you heard the noise, what happened?

A: There was great vibration. As I went to take a look outside, there was water. As I opened the door of the room.

Q: How much?

A: Just below the knees. When I opened the door, water was up to here.

Q: How many times did you hear noises?

A: Twice.

Q: How did you escape from this room?

(Pointing out on the drawing)

Q: Did you go up here and then upstairs right away?

A: No, I did not. Everyone was here once and remained for a while. Then, water came up here. The stern sunk, and this side rose to the surface. Then I came here.

Q: What happened when you came here.

A: The surface of the sea was coming up to here.

Q: And, how were you thrown out to the sea, and how did you come on board the life boat?

A: I remained here and the waves covered me.

Q: How many people gathered there?

A: Whom I saw was one person. A person named Kamado was there.

Q: You were swallowed up by the waves, weren't you? After that, how did you come to the life raft?

A: After that, I had a life jacket on, and floated. It is opened, the life jacket.

Q: It automatically swelled.

A: It automatically swelled, and ascended to the surface of the sea.

Q: Where did you put the life jacket on?

A: In my room. I had two and I gave one to Yokoyama. I saw a life raft. It was near, as close as 5 meters. And I hold on to the rope and the sailor brought me in.

Q: How many people were on board the life raft?

A: 6 people.

Q: Was it a life jacket that is designed to swell automatically?

A: Yes. I found out for the first time.

(Voices of cellular phone get mixed up, and inaudible.)

Q: If you don't pull it, it doesn't get swollen up, does it?

A: I am not sure.

Q: Any injury?

A: Oil got into my eyes.

Q: Anything else?

A: I was swallowed by the waves and had pain in my waist. I went to the hospital and took X ray but nothing was found.

Q: Where do students usually eat meals?

A: Here.

Q: Was it after eating the meal?

A: After eating the meal. 20 or 30 minutes after finishing lunch.

Q: Did you clean up?

A: I was cleaning up.

Q: Did three people clean up?

A: That is right.

Q: Do students accompany navigation watch duty or engine watch duty?

A: (After this, speakers unidentified) Students are not included.

Q: Only crews?

A: Yes.

Q: Do students only learn fishing?

A: They do something like engine watch duty, but they were still early in the journey, so they were not included in the rotation at the time. Probably, it would have been decided at this time to include them from 4 o'clock in the evening or include them in turn starting 8 o'clock in the next morning.

Q: The engine room watch or the bridge watch?

A: The students who are on board this time are students studying engines, so they do engine watch exclusively.

Q: Is it the same for everyone?

A: Yes.

Thank you.

DAISUKE SHINOTO

With: Daisuke Shinoto

Q: Where were you when the accident occurred?

A: 2nd Room.

Q: Was anyone else with you?

A: Someone might have been, or might not have been.

Q: What did you sense at first?

A: A shock.

Q: When you felt a shock what did you do?

A: Anyway, I did not move.

Q: What did you do subsequently?

A: As I went to the door, water was coming in. I went to see what the situation was.

Q: How did you get out of the room?

A: I came out here using this stairs.

Q: This is an engine room.

A: This one. I came out here climbing this stairs.

Q: Next?

A: Is this the final point?

Q: Yes.

A: How did you get outside of the ship from here?

Q: I was drifted away, and that is all. I cannot explain.

A: Where were you in the ship when you were swallowed up by the waves?

Q: I was here at first, and I tried to climb the stairs. When I came around this place, I kind of drifted away. As I came back to myself, water came this way. Probably it was the third time, I hit a wire or something around here, and I let it go. Next, waves came and my body was lifted up to around here. Next, I probably clung onto here or there.

A: Holding on to a mast.

Q: As it sunk, I was troubled and let go.

A: Life raft.

Q: I held on to the life raft, and looked around. I found a person and called out to him to grasp.

A: After that, I was pulled up by someone on board of the life raft. By a student.

Q: Eventually, how many people were on the life raft?

A: Four people.

Q: Did you have a life jacket on?

A: No.

Q: Was there your own life jacket in the room?

A: There was.

Q: Couldn't you put it on and get out?

A: As I opened and thought about escaping, water came up to my knees. I opened the door, had a glimpse and tried to put on slippers. I was troubled because it was adrift and went out of the room, then water was up to my knees.

Q: Where is the life jacket in the room?

A: It was on the shelf by the bed.

Q: How long were you on board of the life raft?

A: For about an hour and half or two hours.

Q: How were you rescued from the life raft?

A: A ship came for rescue.

Q: How much time had past from the first shock to the final separation from the ship?

A: Two or three minutes.

Q: Any injury?

A: Injury was exclusively on the crotch.

Q: Didn't you swallow oil or didn't oil get into your eyes?

A: I drank a lot of oil.

Q: Did you go to the hospital?

A: Yes. I only got an injection.

HIROYUKI HOSOKAWA

With: Hiroshi Hosokawa

Q: What happened after the accident?

A: Water came to the kitchen. Also on the floor.

Q: Which stairs did you use?

A: This stairs. The kitchen. Oil was scattered around as if water was sprayed. Oil was on the floor. I went upstairs, and there were people out on the stern. Everyone was looking at the sea. Oil was floating on the sea around us. When I asked what happened, they said a submarine went across and the ship is going to sink, sink. At that time, I kept looking down. The ship sunk up to here, and everyone climbed up and gathered here. On the upstairs, we checked if everyone was there. Someone said a teacher was missing.

Q: Who?

A: I do not remember.

Q: Whether each and everyone was there?

A: Yes. Saying someone is missing. When confirmation is made, water was up to here.

Q: At that time, were many people here?

A: Probably, all were there. They were upstairs.

Q: Rather than the life raft automatically swollen up, did you people do something yourselves?

A: No, we didn't. We did not have time.

Q: Automatically?

A: This ship? I do not know.

Q: When it came into contact with water, automatically. Did you see it?

A: Yes.

Q: What people were saying if someone was there.

A: All of them.

Q: It was not just one person saying it, but everyone was calling on each other.

A: Yes.

Q: In the evacuation training, is there any training where someone ask if so and so is there?

A: (Speaker unidentified) In the regular training, people line up according to No. 1 ship, No.2 ship and No.3 ship, taking a roll call, and report to the captain. That is the training.

Q: Have you ever done that training?

A: Yes.

Q: Do you remember that your name was called in the training?

A: Yes. The chef. I remember members.

Q: The list contained his name, right?

A: (Speaker unidentified). Of course, that is right.

Q: Didn't you have the life jacket on?

A: Yes.

Q: Was it in the room? You did not have time to put it on.

A: No, I thought if it was an engine trouble at first. Because water was spouting. I wanted to see outside to find out what was going on, so I went upstairs. There was a sign of life, and I heard a voice from just upstairs. I thought everyone has already escaped and only we were left behind, so we went upstairs.

Q: Any injury?

A: No.

Q: Did you drink oil?

A: I drank oil. Not so much. I had some pain in my body. I was told that it was because my muscle was not relieved. No matter how many times I went to the hospital, I was told there was nothing abnormal.

Q: Which part?

A: My torso.

Q: When everyone was calling people's names, do you remember the name someone called but there was no response?

A: No. Rather than calling the names, not calling the name one by one, they said if everyone was there. A teacher was missing. At that time, only a teacher was missing. Later on, it was found that Toshiya Sakashima was missing too. They said there was nothing for it, and we would escape.

Q: Two teachers?

A: (Speaker unidentified). Yes.

Q: Which one is the teachers' room?

A: Over here.

Q: How about in front of the teachers'?

A: (Speaker unidentified). Nakata, and Makisawa.

Q: Eventually, how did you go from the ship to the life raft?

A: I went up to the top. The ship sunk in this way, and I almost fell off. Probably somewhere. As it sunk, we were standing together in water. I did not jump.

Q: What about going to the life raft?

A: I was swallowed by water once. I swam up to the upstairs. When I came up to the surface of the sea, the rafts were scattered. So, I swam to the nearest raft, and hold onto it. I was pulled up by someone already on board.

Q: Was it a student who pulled you up?

A: Yes. You cannot go on board by yourself. There is no place to grab, except a string.

Q: How long were you on the life raft until being rescued?

A: Since I did not have a watch, I do not know.

Q: During the navigation, what kind of study do you do?

A: (Speaker unidentified) About engines, about fishery, broadly speaking, those things. Half and half. (Hosokawa) More on the operations.

Thank you.

(End)

SAILOR SHUKUO NAKAMURA

They came from the agency called National Transportation Safety Board to investigate the cause of the accident.

Q: Mr. Nakamura, as the accident occurred, where were you in the ship, and about what time did you think you were in trouble?

A: I happened to be on the bridge. I was watching. And, of course I was a watch guard, and looking at the front area with binocular. There was nothing so I put down the binocular. Only three or four minutes later, there was a big noise. It sounded boom, whomp. Another watch guard with me was on the left side of the helm, and I was on the right side of the helm. That person looked toward the stern. As he looked toward the stern, he said he found a submarine. Then, I opened the door on the right side of the helm, and looked toward rear of the bridge. Then, the submarine was certainly there.

Q: Where?

A: In the middle around here. (Pointing on the drawing). The time frame in which I opened the door was only 5 to 6 seconds. Within that time frame, I saw. Then, it looked different from the usual appearance of Ehime Maru. The stern of the ship declined considerably. I think that probably water infiltrated into the lower portion at the same time as that noise. I think the stern was lowered. And, I went back from here, and went to the bridge. Then, the captain, and everyone was lowering the life jacket. Then electricity went out, and people fell into panic. And, I went to my room to get the life jacket. Climbing down the gangway.

Q: How did you go?

A: (Pointing out on the drawing). It was on the left side of the helm. I entered the entrance, went through the passageway, and took the life jacket. By then, water had already come in the passageway. I thought this was a serious situation, and as I went back upstairs everyone, such as crews and students, was nearby. Everyone was in panic. I did not know whether they were students or crew. The ship gradually sank, and water came in. And, I could not stay here, and was standing on this deck. I made a loud voice, and told everyone to go upstairs. As I went up to the bow deck and forward, waves came in

my way. Because waves came, I held onto the handrail. But that did not work and I was separated. I was carried away by the waves and got into the sea. I got into the sea and I did. I did three or four times. I drank salt water three or four times. Anyway, I was desperate. And when I looked above, I saw light. The life raft was just in front of my eyes, and I grabbed on its string. At that time, I thought I was saved. And, at the same time, students were with me. My excited feelings that I was saved calmed down, and told the students. And, watching the timing of waves lest they fall in the boat, I put students in the boat ahead of me. I pulled students' hands and went up together. As I looked around, I could not see Ehime Maru. The boat was floating in distance. If my memory is correct, four or seven life boats were floating. I looked out, but everyone had his eye affected by the oil. So I asked all of them if they were all right with a loud voice. And, when I looked at the boats, 5 or 6 people seemed to be on board in distance. My eyes were dimmed and could not see. That was the condition. And because students were there too, I told students to take a rest because survival is deep. I said nothing to the students. Since the lifeboat is coming soon. However, I thought it would be long time before it comes. When the lifeboat came, I was relieved.

Q: How about the life jacket?

A: I did not have time to put it on. I had it with me. Since the ship was sinking, I did not have time to put it on and went to the bridge. As I went up, I was thrown out.

Q: Did you get the life jacket somewhere?

A: I went into my room and carried it out with me. I carried it and thought to wear but could not wear it. Certainly, it sunk fast. So, I did not have time to put the jacket on.

Q: When you were on the bridge, did you see Mr. Segawa before you went to your room?

A: No, I did not. I could not distinguish who was who, a crews or a student.

Q: What is your age?

A: 59 years old.

Q: Although you did not have time to put the life jacket on, did you carry it with you all the time?

A: I carried it with me and went to the bridge. I did not have the composure to put it on.

Q: After that?

A: It was drifted away by the waves.

Q: Disappeared?

A: Yes.

Thank you.

(End)

Sailor MASAO MURAI

Q: They came from National Transportation safety Board to investigate the cause. Please tell me what happened from the time when you, Mr. Murai, thought you were in trouble until the time the coast guard arrived.

A: Yes. I was on the port side of the bridge. If you put the town on the port side in the center line, I was around here. When a sound of thud was heard, I immediately went from this side to the port side and looked outside. As I looked toward the stern quickly, something resembling a bridge of submarine suddenly emerged. At that time, I looked at the surface. Then, here is an air outlet for oil. Oil was gushing out from this area. As I looked it, the second sound of thud, and friction noise were heard. When I took a glance, I saw the tail fin of the submarine. When I looked, when we were hit, the director came and push the life saving switch, EPIRB (?) here, that switch. At the second sound, the captain...what I thought was SS radio, there was something under the radio that communicates with each ship. I think it is another radio but I am not sure. And the electricity was out. As I found out that the electricity was out when I was behind the captain, I thought this is no good. When I thought this is no good, I made my own judgment and climbed down from the bridge on the second-level accommodation ladder after all. Since everyone was there, I said it was a submarine and told everyone to go up to the bridge. Then, I went to the stern. I thought no one was there at the entrance of the stern, but three to four people were still there. When I looked at the foot of the gangway, water was in the cabin up to the knee. Then, as I looked it, I thought it would absolutely sink. Climbing up on the gangway here, everyone came here. That is because life buoys were here. Everyone was supposed to gather here. When everyone gathered here, the ship started sinking, starting with the stern. Water had come to around here. When the ship leaned and a wave came, I was drifted away. When I was drifted away and came outside, I grabbed the furthest boat. I think it is 5 minutes or so. Up to the boat. I got on board the boat. After that, I felt that the submarine was going around. I think it took at least one hour from the time the ship sunk until the time the lifeboat came.

Q: What about the life jacket?

A: Life jackets are at each house.

Q: Did you have it on?

A: I did not have it on. I was holding it in one hand. Until I went on board the boat. I did not have time to put it on.

Q: Did you hold it all the time even when you were drifted away?

A: Yes. I was holding it. Without letting it out of my hand.

Q: Even when it is wet, does it automatically inflate?

A: I did not pull the string, so just as it was. It was wrapped up with vinyl. I was holding on to vinyl.

Q: When you saw Mr. Segawa, did he wear the life jacket?

A: He was wearing it.

Q: Where did you see Mr. Segawa?

A: I saw him here on the bridge. At the stairs. Eventually, I saw him here.

Q: What was he doing when you saw him?

A: I think he was trying to go up. At that time, waves were coming.

Q: When did you see Mr. Segawa last?

A: As I came up from downstairs he was in the bridge at first, and when I came he was around here.

Q: Why were you in the room?

A: I was there for communication. To convey the message to go up to the bridge if something happened to the crew.

Q: With your own will?

A: It was my own will.

Q: Not the captain's.

A: I do not remember clearly. As I observed the captain's judgment, I thought the situation was no good. So, I came down to the downstairs with my own judgment and said it was a submarine. Everyone climbed up to the bridge anyway.

Q: When you got the initial shock, were you on the port side?

A: Yes.

Q: Why did you look toward the port side?

A: Because the ship leaned in this way.

Q: How old are you?

A: 52.

Thank you.

School Principle & Prefecture Representative

Deputy Superintendent of the Ehime Prefecture Board of Education
Principal of the Ehime Prefecture Uwajima Fisheries High School

Q: Your name and your title here.

A: Deputy Superintendent of the Ehime Prefecture Board of Education, Soichiro Takahama

A: Principal of the Ehime Prefecture Uwajima Fisheries High School, Ietaka Hotta

Q: I want you to understand that the purpose of hearing from you two as witnesses what you know here is to investigate the cause of this accident and contribute to the prevention of future accidents. Similarly, I want you to understand that there will be occasions where we will listen to similar stories from you in Japan as well.

I would like to question the principal first. First of all, what is the purpose of education at your school?

A: Our Fisheries School has the purpose to acquire technical knowledge for the high school, especially knowledge and technology of the subject concerning the fisheries as well as general education as a high school student.

Q: Is the purpose acquiring knowledge concerning the fisheries in general? Or is the purpose acquiring scientific knowledge?

A: Uwajima Fisheries High School is composed of four subjects of study. First is oceanographic engineering. Its purpose is to acquire the license of oceanographic engineer, the license of oceanographic engineer specializing large ship engines, and learn about the engines. Second is oceanographic fisheries. The oceanographic fisheries course is for acquiring the license of oceanographic engineer, skills of navigation and ship operation, and general fisheries knowledge and skills. Third is fishery foods. This course is mainly for food processing of fishery products. Fourth is fish multiplication. This deals with cultivation of fish in the ocean and rivers and pearls. Students specializing

oceanographic engineering and oceanographic fisheries utilize Ehime Maru which got accident this time.

Q: Are there ships other than Ehime Maru?

A: There are.

Q: How many more?

A: Two more.

Q: For what are they used?

A: One is the first class small vessel.

Q: For what is that ship used?

A: To acquire license of the first class small ship and fisheries technique to pull fishing nets in the near seas.

Q: What is the name of the ship?

A: "Tsurushima Maru." Another ship is "Itashima Maru."

Q: Is it correct that qualified crew is on board those two ships?

A: Yes.

Q: With regard to the construction of the ships, were they built in the school?

A: In Ehime Prefecture.

Q: Has the school been involved in the construction from the beginning, including the design?

A: Yes. It has been involved. We have experts design according to various conditions. From the school, requests are given.

Q: Were there any cases where students of other schools were allowed on board Ehime Maru?

A: There were occasions to allow middle school students on board for just getting on the ship.

Q: While the ship is moored?

A: Yes.

Q: Were there occasions where Ehime Maru got involved in commercial fisheries without students on board?

A: There were not.

Q: When the ship set sail, is it mostly for training?

A: That is correct.

Q: Usually, do you have a plan throughout a year concerning the ship operation like what to do in January and what to do in February?

A: Three voyages in a year. First voyage, second voyage, and third voyage. 7-1 voyage, 74 days. Different students get on board in each of three voyages. That is equivalent to the number of days required for the boarding record necessary to acquire oceanic skill license of fourth class oceanographic engineers.

Q: Where do you go out mainly?

A: North and south sides of Hawaii.

Q: Is this for each time?

A: Yes. It is different according to the sea areas.

Q: Were all three voyages carried out around Hawaii?

A: Yes.

Q: To catch what kinds of fish?

A: Investigation of tuna resources.

Q: How do you handle the fish caught?

A: Number of extended rope fishing voyages is designated. We investigate types and sizes of the tuna caught. We report it to the government. All information.

Q: Do you cook, dispose of or bring back the fish caught?

A: We will bring them back to Japan.

Q: Do you bring them back refrigerated?

A: Yes.

Q: Do you extend the time period when you had a poor catch?

A: No, we don't. The number of voyages is designated. There are designated number of extended rope fishing in each sea area.

Q: Is it designated by the law, or by the school rule?

A: The government designates the number, and conducts investigation of resources.

Q: Are the non-student crew on board school employees or retained each time?

A: All except for the sailors on the deck are official employees. However, all of them are employees in a unit of one year.

Q: Is the school responsible for ship maintenance, or preservation and management?

A: Ehime Prefecture, the owner, is. In all cases, inspection is made after each voyage.

Q: Do the prefecture employees, etc. manage everything? Are there the experts for that?

A: Yes.

Q: The prefecture is entirely responsible for voyage and ship operations. People on board the ship are treated as prefecture employees eventually. Is it correct?

A: Yes.

Q: Are the crew in contract as prefecture employees or school employees?

A: (Deputy superintendent of education) They are prefecture employees. There are difference from the crew employed temporarily, but the responsible entity for employment is the prefecture.

Q: What is the connection between the school and the prefecture?

A: It is Ehime Prefecture Uwajima Fisheries High School.

Q: What is the current number of students?

A: The current number of students is 200.

Q: How many grades are there?

A: Three grades.

Q: Do they acquire qualification when they graduate?

A: Yes. Those who desire can acquire the first class small vessel license. And the license of oceanographic engineer.

Q: Is it considered a national qualification?

A: Yes.

Q: They take a test to acquire the qualification, don't they?

A: Test and practical skill examination. There is no distinction between voyage and engine up to the first class small vessel license. When it comes to the overseas sea route, the oceanographic engineer license is required. In that case, it is divided into navigation and engine.

Q: Are most of the voyages coastal navigations?

A: Types of licenses are decided according to the size of ships.

Q: Are licenses required for students to catch fish?

A: They are required to operate the ships.

Q: What is the maximum number of the crew of Ehime Maru?

A: 20 people.

Q: What is the maximum number of students?

A: (Deputy superintendent of education) The full quota of the crew is 45 students, 2 teachers, and 20 members of crew.

Q: Usually, when they go on voyage, are the student quota and the crew quota full?

A: No, they are not.

Q: Had Ehime Maru been involved in the accident previously?

A: No.

Q: Has it ever been brought into the dock for repair?

A: The ship has to be in the dock always after finishing the first voyage. Regular inspections are conducted.

Q: Are there occasions when water was completely extracted and the ship is brought in?

A: There are such cases, and it depends on the condition. But, there is always an inspection called regular inspection required by the country.

Q: Was the ship carrying safety standard documents, the logbook, and other designated documents?

A: There were the logbook and the inspection manual.

Q: What documents did it carry under the regulations of Japan?

A: I do not know. Since I am not the captain.

Q: Are there copies of those at the school?

A: I don't know.

Q: Under what title was it registered? As a fishing vessel?

A: It says the Third Fishing Vessel, and International Navigation.

Q: Is this the national regulations?

A: I think so.

Q: It needs to get the inspection by the country, doesn't it?

A: That is right. It follows ship-related laws.

Q: Is it inspected according to the regulations which designate time period?

A: Yes. There are regulations.

Q: Are the regulations concerning the ship safety designated by the country?

A: In my understanding, there are those.

Q: Is it in line with the international treaties concerning navigation and safety of ship operations?

A: All these are transmitted as information to fisheries high schools throughout the country, so I think appropriate response is made. For example, when the ship enters into Hawaii, such and such has to be done. All the information from the country is disseminated through fisheries high schools. All those including the logbook and engine record are to be kept inside the ship.

Q: Is the entity responsible for making sure the regulations are followed the school or the prefecture, when regulations on the ship safety standard are changed?

A: (Deputy superintendent of education) The prefecture shoulders the cost concerning the change of equipment, etc.

Q: What is the location of the ship?

A: The port of call is Misaki Port where tuna is downloaded. Since, the ship has to go into the dock in order to get regular inspection.

Q: Is it moored at Misaki usually?

A: Yes.

Q: The location of the school is a different place, right?

A: Yes. Meirin-cho, Uwajima-shi.

Q: Is 741 the number of the international tonnage?

A: Yes.

Q: Who is supervising the safety management of the whole ship?

A: When it goes on voyage, communication comes to the school through telephone or radio everyday.

Q: What is the condition of the safety education to the students?

A: Those who get on board Ehime Maru are eighth-grade students, but a course on safety is taught throughout the year during seventh grade.

Q: Is the person in charge of ship safety management at the school when the ship is in the dock?

A: Experts conduct an inspection. There are people in the dock. (Deputy superintendent of education) We have vendors do the work.

Q: Who is responsible for the safety during the voyage?

A: Two instructors are directly responsible, and the captain is responsible for the entire ship.

Q: Do the instructors have qualification?

A: The ship itself is operated by the crew. The instructors get on board to provide the students guidance. The instructors have qualification concerning oceanographic engineering license, etc. in addition to qualification of teacher. They graduated from National Fisheries University. They also have radio-related qualification.

Q: The ship goes on voyage three times a year, but is it in the dock while not on voyage?

A: It goes into regular inspection.

Q: Are there occasions where students are engaged in repair works?

A: There are not.

Q: Are there occasions where the crew is engaged in repair?

A: There are not. Entirely experts at the dock. Experts on machines deal with machines.

Q: Is Misaki located in Kanagawa Prefecture?

A: Yes.

Q: How far is it from the school?

A: I do not know. Maybe about 800 to 900 kilometers.

Q: Can the computer room in the cabin used for a classroom?

A: The Room that is used for a classroom is the dining room.

Q: Isn't computer room a classroom?

A: It is the room where students privately use to type using word processors.

(He seems to be asking about the Ship Classification Society, but the interpreter does not seem to understand the meaning.)

Q: In the registration of ships made with the government in Japan?

A: Yes.

Q: Do you keep the logbook, etc. in the school?

A: All are on the ship. Since Ehime Maru was built in 1996.

Q: Was the school involved in its design?

A: We mainly commission a professional design firm, so the school send out requests for that.

Q: Is the ship's design drawing kept at the school?

A: There is no way to confirm that here.

Q: How was the prefecture involved in the operation of the ship?

A: (With Deputy Superintendent of Education) I do not have enough knowledge.

(Inaudible)

(Hereafter, responses of the principal) In Japan, there is a training session within the organization of Fisheries High School.

Q: Do the prefecture people in charge attend the session?

A: No. There is the session once a year where that is attended only by the people relating Ehime Maru. It is held in three areas for the captain, the chief engine technician, and the kitchen manager. It is going to be held on April 3.

Q: Do you know how many ships there are in Japan that are used to get students on board and train them?

(No response).

Q: I can't understand the prefecture is not responsible for safety-related matters although it has monetary resources.

A: I submit the operational plan to the prefecture.

Q: Do you mean that the prefecture is responsible for the operational plan?

A: Yes. Uwajima is the only fisheries high school in Ehime Prefecture.

Q: It is the fact that the prefecture put out the money, isn't it?

A: Yes. Because it is a high school established by the prefecture.

Q: Is the ship owned by the prefecture too?

A: Yes. Because it is a high school established by the prefecture.

Q: Does that mean that the prefecture has little to do with the operation and the involvement of the national government is larger? Isn't the prefecture responsible for the safety too?

A: (Deputy Superintendent for Education) I cannot give a proper answer.

Q: The Coast Guard is providing the regulations on the operation in the United States, but is the national government providing them in Japan?

A: By the national government.

Q: In the United States, usually the source of fund and the responsible entity are identical. (Inaudible. Interpreter's remarks that have nothing to do with the questioner's remarks are mixed.)

Q: Does that mean that the fund is taken care of by the prefecture? Does the national government have authority for the operation?

A: Yes.

Q: Does that mean that the school takes the final responsibility for the operation and next the prefecture takes responsibility?

A: Yes.

Q: Does the school or the prefecture have obligation to obey the national law?

A: Yes.

Q: How about guarantee?

A: I do not think it will create so intrusive situation. I am Deputy Superintendent for Education, and responsible for health care management.

Q: Does the prefecture set up academic courses?

A: Ministry of Education, Culture, Sports, Science and Technology sets them up.

Thank you for answering the questions in very difficult time period. Thank you for cooperating in the investigation.

Master Hisao Ohnishi

Q: I am going to ask you about how the accident occurred. Can you tell the entire experience from departure from Honolulu to rescue by the Coast Guard? Can you tell the velocity after the departure from Honolulu? When did you set off?

A: On February 9. We set off at 12 o'clock and went to H buoy outside of the port under the command of pilot. At pilot station. We unshipped pilot there. We unshipped at 10 or 15 minutes past 12. Course 166 degrees. Speed was about 11 knot. Fore draft was 2 meters and 62 centimeters. After was 4 meters and 88 centimeters. It was navigating on the course at 166 degrees. On the bridge were myself, one quartermaster, one sailor, quartermaster Nakamura, and sailor Murai. The radar was rotating, and pilot was automatic. The range of vision was good. There was no outline of a ship nearby on the radar. It was past 13:30. It is not clear, but we encountered impact and fierce noise as if the tail of the ship was lifted up. There were those two times. There was no ship at all nearby, and I could not judge quickly what impact it was.

Q: Did you think it came from the machine at that time?

A: No. It is different from the noise of machine. Although I do not know how many places. It is not a vibration. It was an impact. We got thump and shock as if the ship bottom was lifted followed by severe banging sound.

Q: How much was it lifted?

A: It wasn't lifted so much.

Q: I sensed that things on the shelf fell with bang. Because I did not understand what was the cause, I looked around. Then sailor Murai said he saw a submarine in rear of the port side. I could see the front part of the submarine, control tower and its front part clearly. At that time, I went outside, and found that water was already near the pole on the side of the ship. It sunk to that extent.

A: How many minutes did it take during the time period.

Q: I wonder how many minutes it took. When we got severe impact, we switched from autopilot to manual. As I looked at instrument and gauge at that time, electricity source for all was cut off and it was completely dark. I tried to make an emergency call. Since I sensed abnormality that I have never experienced thus far, I tried to gather all with microphone for the command device inside the ship. But electric power source was out, and I could not use it. At that time, the communication chief felt something abnormal, and he came up from downstairs to the bridge. He could not communicate and put the electricity of EPIRB on in the port side of the bridge. And I entered the chart room from the pilothouse to carry away important documents. At that time, when I entered the chart room and looked outside from the window, many crews already gathered there.

A: Where are important documents?

Q: Behind the pilothouse, there is something called marine chart compartment, and lockers are there. As I moved from the pilothouse to the chart room to take out documents from the lockers, and looked out from the bow side window, all crews were coming up. As I looked there water was coming, and water was coming near the life raft so I thought it was not possible to carry out the important documents. I put them there, went out from bow side, and tried to drop down the life raft by myself. Then waves came, and it was all I could do to hold on to the handrail. Water had already come to the navigation deck. The gathering place for this ship in case of emergency is this deck. Most people were here, in great number, although I cannot confirm the number. And it was no good at all here. A lot of waves came in, and I held on to this handrail. I was pushed back and forth on the swing by the waves several times, carried away by the waves and thrown out to the sea. The place I was is this place. When the ship sunk, it did not tilt at all to either bow side or port side until water came up to here. I continued to sink like that. There was no tilt at all. It sunk parallel to the vertical line. When I was thrown out here, I looked here and still saw a few crews around here.

Q: About how many people?

A: Three to four people, I guess. I am not sure. Most of us were thrown out to the sea together here. After we were thrown out into the sea, the life rafts automatically got separated and inflated. We all hanged on them, and those who got on early picked up those swimming nearby and accommodated. We rowed the life raft that was nearby with oar, approached other rafts, and connected three of them lest they become separated. There were several others floating nearby, but did not do anything. I was looking around in the boat, voicing and looking for comrades, and waiting for the rescue to arrive. He submarine navigated for a while after collision, and then turned around. While the submarine was turning around, the ship sunk. Then the submarine came near us and was watching our life rafts from the control tower. The submarine was pretty far away. Only one raft was nearby where waves created by bow of the submarine hit.

Q: How many were on board there?

A: Two to three people were on board.

Q: What was the distance between that life raft and your life raft?

A: I wonder how many meters it was away from us. I do not think it was too far away. And, the submarine was just looking, and subsequently one rubber boat of the Coast Guard and one small boat came together.

Q: How long was the interval?

A: It took more than one hour until the Coast Guard came.

Q: What happened to the submarine meanwhile?

A: It was watching us closely. Then, two Coast Guard boats came, and used smaller rubber boat to go around all of the floating life rafts. There were many empty life rafts. They picked up people on board one by one, and transferred them to the larger boat. The Coast Guard staff put marks on life rafts with knife for confirmation, and looked at the most of life rafts. This ship has 10 life rafts. Almost all of us got on the larger ship. I think 3 to 4 crews got on the rubber boat. Other than that, survivors got on the large ship of the Coast guard and headed toward the port. That is all.

Q: Hereafter, I ask questions. What time was H buoy?

A: 12:15.

Q: What time did the ship depart?

A: 12 o'clock.

Q: From which pier?

A: Pier Nine.

Q: What was the course after departure of the ship?

A: 166 degrees.

Q: When did you next change the course?

A: One course. In the initial course, the ship run along the buoys. That does not have a course, does it? It is 166 degrees from H buoy. At 12:15. It was pilot command up to H buoy.

Q: Can you draw a sketch from the departure from Honolulu to the accident?

A: If you bring a marine chart.

Q: Please draw a diagram after indicating the setting of 166 degree course after passing H buoy.

A: What degree is the course of Honolulu Port? (Indicating on the diagram).

Q: Was the angle 166 degree all the time after passing H buoy?

A: Yes.

Q: When did you put it in auto pilot?

A: From here. After we set 166 degrees.

Q: What was the velocity after leaving the pier?

A: By the order of the pilot, we made it dead slow or slow, so it is about half. Before the pilot came down, we made it show ahead. After here, we increased the speed by gradually increased revolution. Around here, it was about 7 knot. For about 30 minutes, I run in 7 knot.

Q: Was it 11 knots at around 12:45?

A: About that much.

Q: How long did you run in 11 knots until you got the shock?

A: I think it was about 13:30 to 13:40 when we got the shock. I think it was about one hour. It was around 13:45 when I got on the boat and looked at my watch.

Q: What is the number of revolutions for 7 knots?

A: About 280 to 300. 420 revolutions for 11 knots.

Q: What was the maximum velocity?

A: It is 15 knots for official operation. The navigational speed is 12 knots. The number of revolutions is a little above 430. 15 knots is more than 100 per cent, and that is not used.

Q: What is the number of revolutions for 15 knots?

A: It is more than 450, and it is more than 100 per cent. It is the speed at the time of test operation. It is not used.

Q: Where did intend to go after you altered the course?

A: Latitude of 14 degrees north, longitude 156 degrees west.

Q: Do you have a plan to change the speed during this time?

A: I have. If we arrive here early, practical training starts at this point. Besides, if the ship is likely to arrive early, it might lower the speed along the way, several hours before. If it continues the speed and arrive early, it might take up moorings here.

Q: What time was it supposed to have arrived here?

A: On 12th. It is 12th in Japan time, so it is 11th in Hawaii time.

Q: How many days does it stay here?

A: More than 30 days. The plan is to stay for 30 days approximately.

Q: Where is it going after 30 days?

A: It is going back to Japan.

Q: Where in Japan?

A: It is Misaki of Kanagawa Prefecture in Japan. It is supposed to be back on March 23.

Q: Where did you come from before Honolulu?

A: Japan. From Misaki.

Q: From where does it turn on the radar?

A: From here. It gets operational 30 minutes prior to the departure.

Q: How many radars are there?

A: Two.

Q: Do you turn on both?

A: Only one.

Q: Do you turn on the second radar after departure?

A: We do not use the second radar. We only use one.

Q: What is its size?

A: I don't remember such thing on every detail.

Q: Are both radars the same?

A: Yes. Well, it is X band. X band, 50 kilowatt.

Q: Is this the model?

A: Yes. The same. DR-3440MA-X59.

Q: There is no company name indicated.

A: It is Tokimec. Both of them are the same manufacturer.

Q: What is the range of radar?

A: 12 miles.

Q: What about the time of departure?

A: At the time of departure, we creatively use various ranges like 3 miles or 6 miles depending on the situation. From here it is 12 mile range, and it is 1.5 miles inside the port. Sometimes, we use 3 mile range and it varies. It is 12 miles after we get the navigational speed.

Q: Do you have equipment to measure the depth?

A: We have. In case of the fishing vessel, we use fish sensor for the purpose.

Q: How long after receiving the shock, did electricity go out?

A: Simultaneously with shock, all the measuring meters went out. With the sound of bam, all the measuring meters went out. According to the story told by the child who was in the engine room and rescued, water gushed out all at once in the control room that is in the engine room.

Q: What is the name of the child?

A: He is now in the hospital. Kagaya. Collarbone.

Q: Did you talk on the phone?

A: I visited him in the hospital.

Q: Are there emergency generators?

A: All of them could not be used. There are. There are those called emergency generators. They are in the warehouse on this side. They are located in the warehouse on the port side. Eyeglasses, eyeglasses.

Q: You did not have time to turn them on?

A: No time at all. It has sunk already. If the main engine stops they automatically start, but there was no time.

Q: Do they automatically start if electricity goes out completely?

A: Yes. If it is out due to the engine breakdown. After the shock, the ship stopped.

Q: Can radio be used with batteries?

(Break)

Q: Is your physical condition fine?

A: Yes. Although I cannot sleep at night.

Q: How was your physical condition before the accident?

A: Totally fine.

Q: How long did you sleep before departure?

A: I slept adequately.

Q: Did you sleep in the ship?

A: Yes.

Q: What happened to the eyeglasses?

A: They were lost.

Q: Did you wear them only when you read?

A: I always wore them. They were lost with the ship.

Q: How old are you?

A: 58 years old.

Q: How many years were you on board Ehime Maru?

A: About eight years as the captain.

Q: How long on Ehime Maru?

A: 21 years. I was on board for 21 years in total.

Q: Before that?

A: I was on board such private ships. I was on board the tuna fishing vessels for the private company.

Q: 21 years?

A: I was on board the generations of Ehime Maru of Uwajima Fisheries High School. This ship is new so 5 years.

Q: Please tell me about your history as the captain of the ships including Ehime Maru.

A: I have been a sailor since my graduation from high school at the age of 18.

Q: You have been on Ehime Maru for 21 years and 8 years out of it you have been the captain, correct?

A: Yes.

Q: How many Ehime Marus have there been in total?

A: This is the third.

Q: Have you been on Ehime Maru for 21 years?

A: Yes.

Q: How many years have you been on the private ship after graduating from the high school at the age of 18?

A: 19 years.

Q: Are you taking medicines?

A: I am not taking any medicines. If I catch cold I take them, but I have not taken any during this voyage. I am totally healthy.

Q: What kind of works were you doing before your departure on the ship?

A: No works. I was just resting.

Q: On what day did you arrive in Honolulu?

A: On the 6th of February. Tuesday. The ship waited in the offshore, and it was about half past 8 when it arrived in the port and came alongside the pier.

Q: Was it in the morning?

A: Yes.

Q: How many classes of ship license are there?

A: There are 5 classes. The first class is the top.

Q: What is the size of the ship for the 5th class?

A: Class is something like the extent of academic capability or contents of the test. The higher you go, the more knowledge and experience are needed. As you go up 5, 4, 3, 2, more knowledge and experience are required.

Q: What is the experience?

A: There are various kinds. Once you graduate from the university, you can immediately get the license for written test, for example. I cannot explain the test system in Japan right now.

Q: Does it have to do with the ship size?

A: It has. The first class is for all international navigations. In case of 2nd class, up to certain tonnage is allowed for the international navigation, for navigation in the adjacent sea and for navigation in the shelf sea.

Q: What time do you wake up and what kinds of works do you do when you are out in the sea usually?

A: There is distinction between navigation and training operation.

Q: What about during the navigation?

A: We run toward the destination during the navigation. Usually, we start the work from 8 o'clock and do various works. For example, creation of fishing gears for operation.

Q: What time is the captain on the bridge?

A: Officers go in there for navigation watch in Honolulu, dangerous sea area or congested area with many ships. In the area without anything like the middle of the Pacific Ocean, navigation officers go in there in an appropriate interval and at least two are there on duty all the time.

Q: How many hours?

A: Three hours. Sometimes, 4 hours, and it varies.

Q: How many people in total?

A: There are 7 pairs. I am included in the navigation duty.

Q: How many officers?

A: Three people including the captain.

Q: There are 7 pairs, and three are officers and four are sailors. Is it correct?

A: Yes. They are sailors specializing the watch duty.

Q: What kind of licenses do the chief officer and the second officer have?

A: Third class.

Q: Are the officers always on the bridge?

A: There are occasions when they are not.

Q: Is that when those four pairs are?

A: Yes. When many ships are expected as the ship approaches Japan or Hawaii, we switch everything, break down the watch team, and secure 4 hours for an officer. That means officers are on the bridge 24 hours.

Q: Three pairs?

A: Three pairs of officers.

Q: Do you also stand there?

A: I also stand there.

Q: Four hours?

A: Yes.

Q: 4 hour watch and 8 hours?

A: Yes.

Q: How is the situation when you are catching the fish?

A: That is unique, and usually it is the captain alone. While the rope is set, I alone stay on the bridge.

Q: About how many hours?

A: 4 hours. And when we lift this up, it usually takes about 12 hours. This is because fish is caught sometime and not caught other times and stop the engine or start it, lifting up slowly. About 5 people take helm in the pilothouse in rotation.

Q: 5 pairs?

A: 5 pairs.

Q: Are they all officers?

A: No, they are not officers. This is the unique situation for fishing vessels, and those who are experienced come in here and take helm while lifting the rope. So, those who take helm are the captain, the chief mate, the second mate, quartermaster and Boson.

Q: Who is the owner of the ship? Does it belong to Ehime Prefecture?

A: That is correct. It is Ehime Prefecture.

Q: Who creates the schedule?

A: The school.

Q: Who pays the money?

A: The prefecture. Ehime Prefecture.

Q: When the machine breaks down, does it usually pay the money easily?

A: Yes. Because it is the prefecture. It quickly pays for repair.

Q: Was the machine on the ship broken before the accident? Such as radars.

A: Air conditioner was broken. So, we fixed it in Honolulu.

Q: How was the machine after departure?

A: There was no abnormality.

Q: Do you sell the fish caught during the practical training?

A: We sell. We bring all to the prefecture.

Q: How about those on board the ship?

A: Percentage of the certain amount corresponding to the water uptake.

Q: How about the students?

A: No.

Q: Did you practice since your departure from Japan in January until arriving in Honolulu.

A: After departure from Japan, we put on life buoy once and conducted an antisubmarine training. We designated the location for everyone to gather, suddenly ring the bell for emergency call, and everyone take a life jacket from his room and gathered on the deck. We practiced how to handle life jackets and how to drop lifeboats and how to handle signaling devices. We did it once. We taught students mainly about how to put life jackets on, etc.

Q: When did you do?

A: Since student got severe sea sickness after departure, we did it after they recovered from sea sickness. So, it was in the afternoon of around January 15.

(Questions inaudible).

A: When we set up the schedule in the beginning, rough operation schedule is decided. This ship goes on voyage three times a year. Each voyage lasts approximately 74 days.

Q: How frequently do you conduct the training for emergency situations during the voyage?

A: We do it only once.

Q: Don't you conduct the training at school?

A: I have not heard how the school is doing.

Q: Where are life jackets?

A: In each room. At the foot of the bed.

Q: Other than that?

A: The pilothouse. There are about 7 here.

Q: What did the captain do?

A: My room was infiltrated by water. The chief mate came to my room to get them, but he could not enter the room. He climbed up the stairs, came to the bridge, and aimed at that in the pilothouse. The chief officer went downstairs to get life jackets, but came back because water was already in the passageway.

Q: Up to where did water come?

A: Up to my knees. So, he brought reserved jackets to me from here, and I also carried them out.

Q: Did you see a helicopter when you carried out life jackets? Do you remember?

A: I remember that the helicopter came.

Q: You saw the submarine when you were on the life raft, and thought why?

A: I thought why.

Q: What did you think?

A: I wondered why those guys. Because they were staring at us, I felt something abnormal. I understood that question when I went to the site today, and received an explanation from a colonel called Thomas. At that time, I thought very strange. I wondered why we didn't even have boats although we were in water.

Q: What kind of propeller was it?

A: It was considerably large one that can change pace. Four blades.

Q: Is the frequency that of the engine or the propeller?

A: Frequency of the engine.

Q: What is the difference between engine frequency and propeller frequency?

A: About half. RPM was maybe 190. The one in the pilothouse has two meter scales. We call it external scale and the number is like 420 or 430. But the number of the internal scale is about 190.

Q: Is the internal one for the propeller?

A: That is the case, isn't it?

Q: Is the external one for engine or propeller?

A: I think this is for the engine.

Q: It is said that there are supposed to be two controls.

A: We use the control.

Q: Is the engine control different from the propeller control?

A: Does that mean it is about this much together, that the pitch is usually 19 degrees for 420?

Q: Is 19 degrees included in this?

A: There is a separate display for this. There is a display meter for pace. Probably, frequency is lowered to half with this. Because bore diameter is big, frequency is lowered to half, I think. I am not so familiar with the engine matters.

Q: The one inside is for frequency of the propeller.

A: Frequency of the propeller. We don't look at the one inside but the one outside. Because it concerns technical aspects of the propeller, I think it is rather difficult. The axis of the propeller is large. Revolution is slowed down by attaching something to the shaft of the engine. In fact, even at 420, the actual rotation of the axis is slowed down, and that is backed up by the size of the propeller. I think it was that type of engine. I am not familiar with the engine, so I do not know.

Q: Just like a car?

A: I think so.

Q: Is the ship divided clearly into sections?

A: It is divided.

Q: What kind of doors are they?

A: This is below the bottom of the ship, I don't think there are doors.

Q: What about the deck outside?

A: I think they are partitions. There are no doors.

Q: What about steel doors on the partitions?

A: This ship does not have holes on the partitions.

(There is an indication that the interpreter does not understand the meaning well around here).

The propeller has a reducer attached to it and it is slowed down.

Q: Up to which deck does these walls reach? After all, is the deck board partitioned?

A: I think it comes up to here. The upper section is the passageway so I do not think it can be partitioned. The lower section is structured as double decks, or double bottom.

(Because questions are given in front of diagrams, the meaning cannot be grasped).

A: Without detailed drawings, I do not understand well. If necessary, the prefecture should be contacted.

Q: There is no door on this wall, is there?

A: There is none.

Q: What kind of hatch do you use to go upstairs? Is it a door? To enter the engine room.

A: We climb down the stairs. There is no hatch.

Q: how does water come in from the front portion?

A: It is not clear with this. It is built according to Japanese laws. I do not know the details.

Q: How did you control?

A: I was controlling on the bridge.

Q: Is there watch duty while running?

A: There is.

Q: 24 hours?

A: 24 hours.

Q: Was there any accident before?

A: This is the first accident.

Q: How many times have you been to Honolulu?

A: During 20 years, I have come there as many times as 21 years multiply three.

Q: Have you ever seen a submarine when you came to Honolulu during 20 years?

A: When we go back to Japan, we usually run toward west looking at H buoy. I have seen a submarine that departed Pearl Harbor, emerged and run many times.

Q: How many people were in the engine room?

A: Usually two. Since the engine was idle for a while at the time of departure, the engine chief was there too along with the first engine engineer and the chief stoker and a stoker. Three people were there. It is usually 2 people.

Q: How many people were there at the time of accident?

A: Three people.

Q: Who were there?

A: The chief stoker, the first engineer, and Kagajo mentioned earlier.

2nd Mate Shuji Yanagihara

Shuji Yanagihara

Q: We have come from the American agency called National Transportation Safety Board to investigate the cause of the accident. We are going to ask questions concerning how the accident occurred.

A: Yes.

Q: Since you left Honolulu until the time the accident took place, where you were, and what you saw, questions like that. Where were you after your departure?

A: I was waiting for pilot on the bridge from the time prior to the departure from Honolulu 9th Pier.

Q: About what time?

A: Pilot boarding is at 11:58 local time. Then, the time the pilot was lowered was 15 past. 12:15 local time. After pilot got off the ship, we run slow, and lashed on the anchor. I do not know the time when that was finished. After lashing is over, I said to the captain on the bridge full, ahead ok. Then, after that is finished, I went up to the bridge, went up there to put down the location at noon in the logbook. Then, since we left 12 o'clock local time, I thought the location is not necessary, so I did not write down.

Q: What time was that?

A: I put the time back by one hour. When pilot got on board, it was local time. After pilot got off the ship, I put the time back by one hour. Time in the ship was some minutes past 11.

Q: When I went to eat the meal, it was probably about half past 12 in ship time. About half past 13 in local time.

A: How long did anchor works take?

Q: I feel that it took more than 30 minutes, but I was not looking at my watch.

Q: What time did you go to the meal?

A: I think it was past 1 o'clock in ship time. Then I finished lunch and four of us were talking. In the crew dining room. Hama, Boson, Sato and myself. And, when we were talking, the first sound of whomp was heard. At the second whomp, I felt that the ship stopped. Then, electricity went out at that time. There was whomp one more time. Three times. I felt something was wrong at the second time. Four of us, my friends and myself went up from bow. Going up on the stairs. Here was the observation equipment. When we came to the observation equipment that measures water temperature, one student was climbing up. Oil stained his training suit. Then, I asked the student what had happened. Schedule of the student at port wheel. He told us that oil was coming out from the place where Choichiro Yokoyama was, and he then climbed up in a flurry. He said smoke was coming up from the machinery site. As he looked at smoke, smoke was coming up from the engine room. Then, before I went to my room, I met sailor Murai. Mr. Murai also climbed down from the bridge. That person said the port side of the ship collided with a submarine. Then, I went to my room to get the life jacket. As I came out getting the life jacket, I found twenty-some people gathered in this place although I did not count them. At that time, the captain was also standing here. After that, I climbed up the gangway ladder on the starboard with the life jacket in my hands and I was here. My friend Hama said water is going to fill up. At that time I looked at the center of ship, what you call gangway in case of tuna fishing vessel. That was disappearing in the waves. At that time, oil was spouting from the side of this. It was spouting up. As I looked at this, the center of the ship was quickly filled with water. At that time, water was up to here on the bridge. I was talking with the first mate I mentioned earlier whether we should jump or not. At that time, the captain told us to get buoys, life rafts stand by. At that time, water had come to around here. After that, I put the life jacket on myself, put the air in, and was talking with the chief officer whether we jump in the sea or still wait more. Then, because the ship sunk gradually, we decided to jump and two of us jumped together. I swam continuously, and I do not know how many meters I advanced. As I looked back, the ship was under such condition. After that, boats were nearby in this way. I told the chief officer to go to the boat nearer and told him I would go to the life raft further away. When I got on the life raft, most of the survivors were on the life raft. Before I got on, the submarine was doing this on the side the buoy. The submarine put down the Jacob's ladder. After I got on the life raft, three people were standing the site of periscope. Something like this. I saw this kind of shape. After that, I do not know how many minutes have passed, but a helicopter came and began flying in circle. I do not know the time, but a small rubber boat of the Coast Guard came, and went around. It picked up the captain first, and went around each boat first to see if there are anyone injured. It picked injured ones first. A larger Coast Guard boat came, and picked up people starting with ones injured. Finally, from our life raft, six of us went on board the small boat. We got on last. Two students and one sailor were ill, so we let them on board the large ship. On the small ship, the captain, myself, Boson, and the chief mate, four of us were on board and

headed to Honolulu. The large ship came later, so I do not know what happened afterward. That is all I know.

Q: What time did you go up?

A: Second time. In rear area, at the second whomp, electricity went out.

Q: Where did you try to go?

A: I thought about going up to the stern and escape from the stern.

Q: On which side were you when you jumped from the ship?

A: Starboard side. From the bridge side.

Q: What was the distance of jump?

A: The distance wasn't so long. It was about this much from here. There was only this much up to the water surface level. Soon it was water surface.

Q: Was water already up to the bridge?

A: Yes.

Q: How was the weather?

A: Cloudy.

Q: What about waves?

A: About south east. Wind was east south east.

Q: How about the height of waves?

A: It was running slow, and waves were coming in from the anchor area.

Q: Was radar operating?

A: Yes.

Q: Both of them?

A: I think so.

Q: Was there third whomp?

A: Yes. There was the third one.

Q: Which one was loud?

A: Sure enough, the first one.

Q: What was the strength of the wind?

A: Approximately 4.

Q: When the ship was running slow, from where was water coming in?

A: Chain pipes, I think.

(End)

Chief Officer Ryoichi Miya

Q: We are investigators of National Transportation Safety Board. We are conducting investigation of this accident. Please recall what happened from the time you left Honolulu until the time of accident in detail, and explain.

A: After we left Honolulu, I took command to slow the engine and lashed on the anchor. That was after the pilot got off the ship. Before that, all seven of us including myself were engaged in watch duty here.

We were planning to start the operation two days later, so we were doing lashing lest water comes in under any rough weather. For that purpose, we were here, watching until the pilot got off the ship.

After the pilot got off, we started the works and it took about one hour before the work finished. After we finished, we reported to the captain, and gave a signal to seven people by transceiver.

After the work finished, it was open, and I went to eat lunch because it was just lunch hour.

After lunch, I went up the stairs, entered the room and looked at the clock. Since I came back in one hour to start operation at that time, the time on the cabin clock was 12:20.

And, I went to the hand wash station to wash my hands. Since I finished the work, I thought to go to the bath. At the hand wash station, 2/E was brushing teeth.

I talked various things with 2/E there. As we talked, at 13:35 in Hawaii time... There was a shock.

Then I wondered what had happened, and before I went out from here the second shock came.

When I looked outside from here, the ship had already stopped.

My job title is C/O, so I thought it was not good, run up the stairs, and went on the bridge.

As the deck man on duty looked from here (bridge) then, he reportedly saw the submarine on the left side of the ship although I do not know the location. I confirmed it myself.

Q: How did the submarine look to you?

A: This time, with this kind of appearance... (seems to be pointing on the drawing) At that time, we do not know which side is the front. At that time already, this ship had complete blackout of electricity.

Q: Around when did you have electric blackout?

A: I do not know about that well, but I think electricity was out already before going to here (bridge). Because all electricity was out, the captain could not command activities in the ship, and could not issue emergency instruction. He told us to bring out life jackets, so I came downstairs from here (bridge) once and entered my room. Life jackets were always placed on this shelf. I was a bit panicked in looking for it. Water already was at the tip of my feet. So I thought this situation was hopeless...

Q: Did you take the life jacket at that time?

A: No, I did not. What I thought at that time was since life jackets were placed on the bridge as a reserve. They are placed on this shelf (seems to be indication on the drawing)... There are 7 to 8 jackets here. I handed to the captain one of those life jackets, and the captain handed that life jacket to another sailor who came there...

Q: Who was that sailor?

A: I do not know who it was. Since there was none for the captain, I handed one more to the captain. Since there was a shelf on the top of the stairs here... As to about four jackets remaining, one person brought them together and distributed them to about four people gathered here since all of them could not bring life jackets with them and there was no reason why they would bring them here.

Q: Do you remember the name of that sailor?

A: Tetsuo Hama. Quite a few already gathered here (seems to be showing with the drawing). In this ship, people were supposed to gather here in case of emergency. There was a person among them who brought the life jacket from his room. And, by the time I put the life jacket on myself, water was already up to here. (seems to be showing with the drawing). And there was 2/O here (seems to be showing with the drawing), but 2/O had brought the life jacket with him from his room. The ship was going under water considerably, so I thought this was helpless. We voiced it to each other, and couldn't see

people around here at all at that time. To 2/O who was on this side (seems to be showing with the drawing), I told to move away from the ship. Rather than jumping, we started to swim to the offing. So, myself and 2/O were on this side. (seems to be showing with the drawing). I think it was approximately askew. I went away by about 5 meters, and thought it was all right. Soon, my legs got tired, and I floated with my face upward and relaxed my legs. As I relaxed my legs thinking it is going to be all right somehow, the ship stood like this, this much, and went quickly into the sea.

Q: What was the angle of that, about 40 degrees?

A: No, it was more. 45 to 50 degrees. Because I was not sucked in by the whirlpool, I thought I was floating in the sea, and I was not sucked in... At that time, I was not in the stage to think whether I was going to survive or not. While I was adrift, life rafts got separated from the ship because it sunk. Myself and 2/O did not get any damage by oil at all. Rather, life rafts drifting were covered by grease. As I was adrift, I found a life raft in front of my eyes although I did not know whether it was thrown for me or not. I was floating with my face upward, so I do not know much. I do not know which side was head, but engine technician Kimura asked me, "C/O, are you all right?" so I answered, "I am all right." The, as I looked, I found the life raft there. I was told, "If you swim a little bit, since it is near, I want you to swim," but I could not swim well although I thought I was swimming. Kimura came to pull me in order to rescue me.

Q: Do you mean he came inside the raft?

A: No, up to the life raft. Kimura pushed me from behind, and another sailor, Hotta, from inside pulled me from the raft. Thus I entered inside. And, the life jacket was very burdensome, so I took off the life jacket and felt relieved little bit. After that, a roll call was made to count the number of people on the boat and to find how many students were there...

Q: How many people were there as the whole?

A: At that point, the total number of people was 11, I think. And, we connected 3 or 4 rafts. I was on this one. (seems to be showing with the drawing) This raft was separated as the rope was cut off at the end. Before it got separated, 11 people were concentrated on the raft. There were other rafts with people and ones without people. So, one person moved from here to there. Kimura moved to there too. Kimura did not get on here from the beginning, and moved to there. (seems to be showing with the drawing) So, I think about 9 people were on this boat after all.

Q: Do you know who this person is?

A: This is the second mate Yanagihara. And Boson, sailor Murai, and students... On this boat, the captain, me, sailor Yamamoto, sailor Okayama, and Yamashita. And three students were on board... I think 8 people..., 8 people were on this boat. All of us had problems with throat, so we gargled with fresh water, tried to move the ship closer to

other boats adrift even a little bit, and made a loud voice. Since Hama was on board, I think there were 9 people. And I was looking from behind, so the submarine was already visible. From the enclosed bridge of the submarine, a rope ladder hanged loosely and drifted. And, I saw three crews. (seems to be showing with the drawing). People on this side were all remained adrift, hoping for some help. In time, after 30 minutes or one hour, an airplane came flying first and circled in the sky twice. Soon, a rubber lifeboat came. The, the captain led the group to get on board the lifeboat. I think there were 8 or 9 lifeboats adrift around there. One of them was turned upside down, but I could not confirm how many were there in total. The captain got on board the lifeboat, circled each sea area, and was trying to confirm if there was anyone adrift and who was on which boat. As the captain searched with the lifeboat, the lifeboat of the Coast Guard came near. Since Kagajo who was on board here had injuries, we let him get on the lifeboat and professional rescue crews came on board the boat and provided various helps. After Kagajo got on board, students came on board in turn. Finally, all the students came on board the boat. Eventually, 26 people were there in total at that time. 26 people got on the boat. As we looked at the surface of the sea, there was no one adrift or no one remaining in boats. This was confirmed already by the captain and the rescue crew of the Coast Guard. Then, we decided to lay down the most weakened person, and brought Kagajo to the coolest location. After that, students gradually came into the place in good environment, and we subsequently headed to the shore. That is the extent of my memory.

Q: You said it was about one hour it took to lash on the anchor, but was the machine out of order?

A: No, the machine was not out of order. If we get carried away by waves while we are lashing we will get injured. So we slowed the ship and worked. If the ship runs in full speed into waves, all people working here will be carried away by waves. That is why.

Q: To what extent did you slow down?

A: It was slow, so about 5 miles...

Q: How large were the waves at that time?

A: There were not much waves, but there was considerable surge. So, even if we ran in speed of 5 miles, we got covered by waves as the ship collided with waves.

Q: How large were they?

A: I think they were as large as about 2 meters.

Q: How about the wind?

A: Toward the direction of the wind, or we were running toward it.

Q: How strong was the wind?

A: In the scale of wind velocity, it was about 3. 3 means about 5 meters.

Q: 5 meters mean?

A: Velocity per second.

Q: From which direction was the wind blowing?

A: I do not know well, but it was probably from the front.

Q: How about the direction of the wind?

A: South south east... I think it was approximately south.

A: When we cast off the moorings, I had transceiver here and commanded that works there. I received the order from the captain, and conveyed it to the crew.

Q: When you lowered the speed, what was the previous speed?

A: Since we maintained this speed all the way inside the port, it remained as it was all the way. Until we brought down the pilot and finish this work, that speed was maintained all the time.

Q: Until what time?

A: It was 13:20 when we entered here, so it was about 13:05.

Q: After the works were completed?

A: We made it full speed.

Q: About what time was that?

A: It was after we completed the works, so it was 13:05 or 13:10, I think.

Q: About what time did you leave the pier?

A: It was 12 o'clock when we left the pier.

Q: How long does it take for lashing?

A: It takes about one hour.

Q: That means it took one hour from leaving the pier to increasing the speed to full speed, does that?

A: That means it is about one hour including the works.

Q: Did the speed increase during the works?

A: No, it didn't increase. It does not mean that the works took one hour, but it was one hour from leaving the pier to finishing the works. So, we ran slow for one hour, and I do not know how many minutes the works took.

Q: When did the pilot get off the ship?

A: Since there is no record, so I do not know. But there is a yellow radar buoy at the center there, and we did not do works from the pier to this one. After we got off the pilot here, and started the works, so if we subtract 15 minutes, it is about 45 minutes...

Q: Does that mean you increased the speed 45 minutes after that?

A: Yes, we finished the works in 45 minutes, and increased the speed.

Q: Did you see any other ship?

A: I saw only parasailing near the shore, and did not see anything else at all.

(Tape interrupted in the middle).

A: That is not so. But, if I think calmly, I only remember that much. I think there were many people around there, I do not remember it at all. I do not remember at all who was by my side when I escaped from the ship, not when the ship sunk. A second mate named Yanagihawa was beside me, and I call him and I left there with him. That is all I remember.

Q: Where were you when you got the first impact?

A: I was at the hand wash station.

Q: When you were on the bridge, did you see the submarine?

A: When I was on the bridge, the ship was still. At that time, the deck man Murai said there was a submarine...

Q: Did you see the submarine?

A: Yes, I saw it.

Q: Around where, at what degrees did you see it?

A: I think it was at 45 degrees to 50 degrees.

Q: To what extent did you see the submarine?

A: As much as I could see the enclosed bridge. I do not have memory about this. (Seems to be indicating on the drawing). At that time, it was not such situation already. If I speak more than this, it becomes a speculation. But What I saw and remember is only the enclosed bridge.

Q: What is your name?

A: Miya. M, I, Y, A.

Q: How old are you?

A: 58 years old.

Q: How much do you weigh?

A: 61 kilograms.

Q: How tall?

A: 161 centimeters.

Q: For how many years approximately, have you been on board the ship?

A: About 37 years... I have been on board since I was 21 years old.

Q: What kind of ships were you on board during that time?

A: I was on board Ehime Maru for 25 years, tuna fishing vessels for 10 years and cargo ship for 2 remaining years.

Q: What licenses do you have?

A: License for the third marine engineer (navigation).

Q: During those 25 years, how many Ehime Marus did you get on board?

A: Three of them, the second, third and fourth generations. This Ehime Maru is the 4th generation.

Q: How many years have you been C/O?

A: 5 years. Before that, I was 2/O, and C/O at that time was the captain.

Q: Have you been on board the 4th generation Ehime Maru since the ship was newly constructed?

A: Yes, that is correct.

Q: What was the system of the morning watch duty?

A: First was C/O and the second was Q/M...

Q: How many pairs?

A: Seven pairs. Each pair did three hours, and the 4th person was the captain. But, when the ship enters or departs the port, the captain does the morning watch duty.

Q: How about the day of the accident?

A: On the day of the accident, when the ship left the port, the captain naturally was on the watch duty. It was one-person watch, so after that we assumed as if the captain was not there, and incorporate the captain in the watch duty starting the next day. We were doing like that. Unless we make 7 pairs, we cannot make a rotation. So we combined an experienced person and an ordinary person. (Seems to be indicating the order of duty rotation with a chart). The first one was me, the second was Q/M and sailor Murai, the third was Boson and Hotta, the fourth was the captain, the fifth was Hama and Okayama, the sixth was 2/O and Kogusuri, and the seventh was Yamashita and Sato. We were operating according to this rotation. Those who have licenses were only these.

Q: What kind of school did you study, is it mercantile marine college?

A: I finished only the middle school.

Q: Are you in good health?

A: Yes, I am fine.

Q: Are you taking medicines?

A: No, I am not.

Q: Can you sleep well?

A: Yes, I can sleep adequately. I am healthy.

Q: After the morning watch duty, about how many hours can you sleep?

A: I can sleep for about 7 hours.

Q: In the bed?

A: Yes, of course, in the bed.

Q: When not in the operation, about how many hours can you sleep?

A: 7 hours is when we are not in the operation. Since this is the rotation, the operation includes bola, but during this interval, 4 hours to 4 hours and half...

Q: Is this setting?

A: Yes, it is setting.

Q: About how many hours does it take for setting?

A: It takes about 4 hours for setting. And, take in takes 12 to 13 hours, and it takes about 3 hours from this to here. I go to sleep after finishing, I sleep until setting is finished. We start setting at 06:00 and finish at 10:00, do lifting until 14:00. It becomes lunch around here. We start take in from here, and that is approximately from 02:00 to 03:00. Three hours from 03:00 to 06:00 is rising tide...

Q: Do you always do at the same place?

A: No, it depends on the fish situation. It is the captain's judgment.

Q: Who handles EPIRB?

A: Director of communication.

Q: Who turned the switch on?

A: The director of communication. The captain instructed him to turn it on.

Q: Can you swim?

A: I can swim.

Q: What happened to the life jacket?

A: Yes. Getting into water. So, with this, there was nothing to do. There was a tremendous feeling of pressure. Painful. Agonizing. I can swim better without it. There is no freedom.

Q: Can you swim well without a jacket?

A: I can swim. I have been swimming since I was little.

Q: When the ship sunk (hereafter, inaudible).

A: It occurred. I think I was out of the sphere where convolving currents were generated. I cannot confirm whether such currents were generated or not.

Q: Did you operate the radar after leaving the pier?

A: Yes, of course, we operated the radar.

Q: Do you remember which radar you were operating?

A: When we were leaving the port, this ship operated both of two radars. In case of this ship, there is no mutual interference between the radars.

Q: Is this ship out in the sea all throughout the year?

A: Yes, it is out.

Q: Is there furlough for some weeks usually?

A: There is for about a month.

Q: What is the situation of holidays?

A: Usually, we leave in the beginning of May, and one voyage lasts about 74 days. We leave the second voyage around September 20, and continue until about November 23. We leave the third voyage about January 10, and it also lasts 74 days until March 23. Under this kind of rotation, the period from November 23 to January 10 is the holidays. We are to take days off that much.

Q: I end my questions. Thank you very much.

A: Thank you.